

REMARKS

This is in response to the Office Action mailed on May 2, 2006 in which claims 1-10 were pending. Claims 1-10 have been rejected under both 35 U.S.C. § 112, second paragraph and 35 U.S.C. § 103(a). As discussed below, Applicant has amended the claims to overcome the § 112 rejection and has amended the claims and distinguished the prior art to overcome the § 103 rejection. Applicant respectfully requests reconsideration and allowance of claims 1-10.

I. Rejections Under 35 U.S.C. § 112, Second Paragraph

Claims 1-10 were rejected under 35 U.S.C. § 112, second paragraph because the terms “non-routine tasks that may exist” and “routine tasks that may exist” were unclear as to what to do if the tasks do not exist. With the amendments made to claims 1 and 6, Applicant believes the claims have been clarified so as to overcome this rejection. Reconsideration and allowance of claims 1-10 is therefore respectfully requested.

II. Rejections Under 35 U.S.C. § 103

Claims 1-10 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Discenzo (U.S. Patent No. 6,434,512) in view of Hartel et al. (U.S. Patent No. 5,454,074). However, because these two references do not disclose all of the elements of claims 1-10, reconsideration and allowance of claims 1-10 is respectfully requested.

Both independent claims 1 and 6 (and therefore all 10 pending claims) claim systems related to “maintenance check” of an aircraft and repeatedly refer to “reliability data from maintenance records”. Reliability data is typically collected from sources including unscheduled removal of parts, confirmed failure of parts, pilot reports, sampling inspections, shop findings, functional checks, bench checks, service difficulty reports, and mechanical interruption summaries. (Application, page 26, lines 10-

14). Independent claims 1 and 6 have been amended to clarify that the data that is obtained and analyzed is data resulting from the performance of maintenance tasks.

In contrast, Discenzo discloses a diagnostic system that uses sensors located in the vehicle to gather real-time data and advise the driver of the vehicle if the failure of any part is imminent. There is no teaching, suggestion or motivation in Discenzo to replace the sensors that it discloses with reliability data from maintenance records. Even more importantly, Discenzo does not teach or suggest gathering “reliability data from maintenance records” nor is Discenzo concerned in any way with gathering data during the performance of “maintenance tasks” as claimed in claims 1-10.

Similarly, Hartel et al. discloses a computer-based electronic checklist system that includes both normal and non-normal checklists. Normal checklists are for use during routine operation of the airplane and non-normal are for use during emergencies or other problems that occur during the flight (see FIGS. 3A and 3B). Items on both checklists can be checked off by a crew member after he or she has completed the task. Thus, Hartel et al. relates to an electronic checklist system for use in flying an aircraft. There is nothing in Hartel et al. that relates to maintenance checks on an aircraft, nor is there any teaching, suggestion or motivation to use the system disclosed in Hartel et al. with respect to “reliability data from maintenance records”.

Amended claims 1-10 all refer to obtaining and logging warranty based reliability data and maintenance program based reliability data from maintenance records. There is no teaching, suggestion or motivation in either Discenzo or Hartel et al. to utilize reliability data from maintenance records. Therefore, amended claims 1-10 are patentable over Discenzo in view of Hartel et al. Accordingly, it is respectfully requested that claims 1-10 be reconsidered and allowed.

III. Conclusion

As discussed in detail above, Applicant believes that this Amendment and Response places the application containing claims 1-10 in condition for allowance. Reconsideration and notice to that effect

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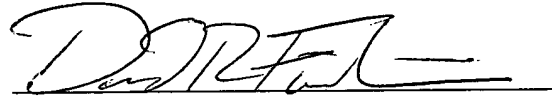
is respectfully requested. The Examiner is invited to contact the undersigned attorney at the number listed below if such a call would in any way facilitate allowance of the application.

Respectfully submitted,

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Date: 8/2/06

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